

The Hongkong Telegraph.

(ESTABLISHED 1881.)
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September 26th, 1911. Temperature 10 a.m. 84, 4 p.m. 83. Humidity...68, 68.

September 26th, 1910. Temperature 10 a.m. 74, 4 p.m. 79. Humidity...84, 77.

No. 8558

第六初月八年三統宣

WEDNESDAY, SEPTEMBER 27 1911 三拜禮

號七廿月九年十

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Single Copy 10 CENTS

REUTER'S TELEGRAMS.

ITALY AND TURKEY.

GERMANY'S GOOD OFFICES.

[SERVICE TO THE "TELEGRAPH."]

Via Durban, Sept. 26, 8.35 a.m.

Reuter's Berlin correspondent reports that it is stated in official circles that Germany is doing her best in Rome and Constantinople to effect a peaceful settlement of the Tripoli question.

It is admitted that the position of Germany between her Italian ally and her Turkish friend is most delicate.

SOUND ADVICE.

Germany has advised the Porte to accede to the economic ambitions of Italy and the latter to abstain from provoking hostilities.

REINA MARGHERITA SAILS.

Via Bombay, Sept. 26, 3.5 p.m.

Reuter's correspondent at Rome states that the Italian liner Reina Margherita, which was reported to have been seized by Turkey, has sailed from Mersina.

[The telegram gives the name of this vessel as Reina Margherita, but apparently the Regina Margherita is referred to. This vessel belongs to the Soc. Anon. Navigazione Sogrizi Matellotti of Genoa. She is a screw steamer of 3,796 tons gross and was built in 1881 by A. M. Millin and Sons, Dunbar, on C. Pirella (the Captain).]

DIPLOMATISTS ANXIOUS.

Via Durban, Sept. 26, 3.5 p.m.

The Constantinople correspondent of Reuter's Agency states that diplomatists there take a grave view of the Tripoli situation.

Large sales of Turkish Unified stock have caused a fall of four points. The Grand Vizier has abandoned his holiday to Europe and the departure of the new Governor for Tripoli has been postponed. The Porte has circularised the Powers invoking them to restrain Italy from embarking upon hostile action against Turkey.

A RUPTURE FEARED.

Durban, Sept. 26, 5.30 p.m.

Apprehension is evinced by the newspapers generally in regard to the situation between Italy and Turkey, lest an eventual conflict should involve the Near East and, perhaps, have still more far-reaching consequences.

VIENNA'S VIEWS.

At Vienna apprehension is felt lest the Young Turks may seek to restore their impaired prestige in some quarters abroad by a militant policy against Italy which would kindle Mussulman fanaticism.

REUTER'S TELEGRAMS.

ITALY AND TURKEY.

SENTIMENT IN ITALY.

Durban, Sept. 27, 12.20 a.m.

The Rome correspondent of Reuter's Agency states that the Central Committee of the railwaymen has issued a manifesto against a projected general strike, which had been initiated unsolicited by the protesters against action in Tripoli.

AUTHORITATIVE STATEMENTS.

Durban, Sept. 27, 7 a.m.

Reuter learns from an authoritative Italian source that Italy's action at Tripoli is the result of the new Turkish regime's violation of treaty rights and systematic opposition to Italian development.

Italy does not seek any special position in Tripoli but insists that she shall be no longer placed in a position of inferiority.

An authoritative Ottoman source questioned by Reuter denies that Italy is treated differently from any of the other powers. All nations have equal trading privileges in Turkey, it was asserted. If Italy really does not seek territorial rectification, or a protectorate or preferential position, then the removal of the present tension should be one of the simplest matters.

PAPANUI'S PASSENGERS

A RELIEF SHIP.

[SERVICE TO THE "TELEGRAPH."]

Bombay, Sept. 26, 3.10 p.m.

A statement appears in "The Times" to the effect that it has been arranged that the emigrants who were on board the s.s. Papanui, which was beached at St. Helena after being on fire for five days, will be taken to their destination on board the Opawa, which will shortly sail from Liverpool and proceed at full speed for St. Helena.

[The Opawa is a twin screw steamer, with a gross tonnage of 7,280, owned by the New Zealand Shipping Co. Ltd. She was built at Dumbarton by Messrs. Denny and Brown in 1906. She has two decks and a sheltered deck, is fitted with electric light and refrigerating machinery. Her captain is J. J. Cameroo who took over command in 1910.]

REUTER'S TELEGRAMS.

THE NAVAL DISASTER.

REPUBLIQUE BADLY DAMAGED.

[SERVICE TO THE "TELEGRAPH."]

Bombay, Sept. 26, 3.10 p.m.

Telegrams from Toulon state that the battleship Republique was so badly damaged by splinters from the Liberte that she had to be docked immediately.

The commander of the warship Foudre, which was two miles distant, was killed by a splinter from a shell.

POSSIBLE SURVIVORS.

Bombay, Sept. 26, 3.5 p.m.

It is believed that there may still be some survivors in the sunken Liberte. Boring machines are being employed in the endeavour to make openings in the plating with a view to effecting a rescue.

CAUSE OF THE DISASTER.

It appears certain that the fire was due to decomposition of the powder "B." This, it will be remembered, was responsible for the Jona disaster.

FUTILE ATTEMPTS TO FLOOD.

The officers of the Liberte ordered the magazines to be flooded, but the poisonous fumes cut off access to the sea sluices.

EXEMPLARY DISCIPLINE.

The men stood to their stations in the most courageous manner and were leaving the ship with the utmost discipline when the second explosion annihilated the majority.

OFFICIAL DEATH ROLL.

Bombay, Sept. 27, 7.15 a.m.

It is officially announced that the disaster to the Liberte resulted in 143 being killed and 91 seriously injured.

ON OTHER WARSHIPS.

The casualties on nine other warships were twenty-four killed, thirty-seven missing, forty-five seriously injured and forty-eight slightly injured.

REUTER'S TELEGRAMS.

THE LATE I. G.

LAI'D TO REST.

[SERVICE TO THE "TELEGRAPH."]

Bombay, Sept. 26, 12.35 p.m.

The late Sir Robert Hart was buried in Bisham Churchyard, near Marlow.

The mourners included the late Inspector General's son and son-in-law, the Chinese Minister, the Commercial Attache, Mr. Hobson, the Senior Commissioner of Customs, Professor Bayley-Balfour, Sir Charles John Dudgeon, Kt., Admiral the Rt. Hon. Sir Edward Hobart Seymour, Admiral Sir Cyprian Bridge, Sir Edward Hudson-Kinahan, General Upperton, Mr. Moon, of the Chinese Emergency Committee, the Rev. G. Steele, of the Chinese Presbyterian Mission, and Sir Walter Caine Hillier, a former Adviser to the Chinese Government.

The pall-bearers were Mr. Hobson, Sir N. Hannen, Mr. Lay, Mr. Clarke, Sir W. Hillier and Mr. Rees, of the Chinese Customs.

FIRE ON FRENCH WARSHIP.

[SERVICE TO THE "TELEGRAPH."]

Bombay, Sept. 26, 3.5 p.m.

Telegrams from Toulon state that a fire broke out in a case-mate of the flagship Patrie last night.

Assistance was rendered promptly and the fire was got under control after slight damage had been done.

LONDON DOCKERS STRIKE.

ALLEGED VIOLATION OF AWARD.

[SERVICE TO THE "TELEGRAPH."]

Durban, Sept. 27, 12.20 a.m.

Five hundred London dockers have struck, alleging that the masters have not complied with the terms of the award of the arbitrator, Sir A. Rolit.

There are indications of the trouble spreading.

REUTER'S TELEGRAMS.

THE OPIUM TRADE.

HAGUE CONFERENCE.

[SERVICE TO THE "TELEGRAPH."]

Bombay, Sept. 27, 7.15 a.m.

Telegrams from the Hague announce that the Dutch Minister for Foreign Affairs has stated that the postponement of the Opium Conference is due to the declaration of Great Britain that she would be unable to attend the Conference unless the participating Powers authorized the Conference to conduct a thorough inquiry into the limitation of manufacture, sale and trading in morphine and cocaine.

Some of the Powers were unable to decide on this point in time for the Conference.

ALBANIA.

A MUSSULMAN RISING.

[SERVICE TO THE "TELEGRAPH."]

Bombay, Sept. 27, 7.15 a.m.

Despatches from Cetinje report that a serious and extending rising of Mussulman Albanians has occurred. The object of the rising is to obtain concessions similar to those obtained by the Malissoria.

The revolutionaries have captured the garrison at Rozaf and captured the Vali of Kossova at Jakova.

Troops are being sent to quell the rising.

LAWN TENNIS. THE DAVIS CUP.

[SERVICE TO THE "TELEGRAPH."]

Durban, Sept. 27, 7 a.m.

Reuter's correspondent at New York states that Larned, the Lawn Tennis champion, will not be able to go to Australia to represent America in the Davis Cup.

BANK FAILURE.

EGYPTIAN CONCERN SUSPENDS.

[SERVICE TO THE "TELEGRAPH."]

Bombay, Sept. 27, 7.15 a.m.

A bank in Egypt has suspended payment. The Manager states that a syndicate is being formed in London to enable the bank to meet its liabilities.

Durban, Sept. 27, 12.5 a.m. The failure of the bank is ascribed to losses caused by the late Egyptian Director and a subsequent run.

It is understood that the assets show a surplus and that the depositors have every prospect of being paid.

[There is no indication in the telegram which bank has suspended. The Bank of Egypt has a reserve fund of more than half its Capital and paid a 5 per cent dividend last year.]

REUTER'S TELEGRAMS.

JOHNSON-WELLS FIGHT.

DEFINING THE ISSUE.

[SERVICE TO THE "TELEGRAPH."]

Via Durban, Sept. 26, 9.10 a.m.

The "Sporting Life" states that Johnson and Wells last night signed articles to box under the National Sporting Club rules, so as to leave no doubt that the issue at stake is the right to box.

THE PRINCIPALS SUMMONED.

Durban, Sept. 27, 12.5 a.m.

The Home Office has obtained summonses against Johnson, Wells and the promoters of the match, to appear at Bow Street to-morrow.

AVIATION.

ANOTHER TRAGEDY.

[SERVICE TO THE "TELEGRAPH."]

Via Durban, Sept. 26, 8.35 a.m.

Reuter's correspondent at New York telegraphs that an aviator named Clarke has been killed. He fell 200 feet.

CHINESE TELEGRAMS.

THE SZECHUAN OUTBREAK.

FOREIGNERS PROTECTED.

[SERVICE TO THE "TELEGRAPH."]

Peking, Sept. 26.

The Viceroy of Szechuan has telegraphed to the Ministry of Foreign Affairs that the safety of the foreign residents in the disturbed province was secured by the effective protection afforded them by the soldiers during the outbreak.

ORDER FOR DETENTION.

[SERVICE TO THE "TELEGRAPH."]

Peking, September 26.

An Imperial Edict has been issued instructing the different Yamen to prohibit all the Szechuan residents in the capital from returning to their native country for the present.

CHINESE TELEGRAMS.

NATIONALIZATION OF RAILWAYS.

VETOING AGITATION.

[SERVICE TO THE "TELEGRAPH."]

Peking, Sept. 26.

The Ministry of Foreign Affairs has telegraphically requested the Viceroy of Nanking and the Governor of Kiangsu to instruct the Taotai of Shanghai to prohibit the Cantonese merchants from holding meetings in the foreign settlement in connection with the opposition to the nationalization of railways.

CANTON VICEROY PERTURBED.

[SERVICE TO THE "TELEGRAPH."]

Peking, Sept. 26.

H.E. the Canton Viceroy has telegraphed to the Cabinet that the people's opposition to the nationalization of railways is still in progress and threatens to develop into a riotous movement.

The Viceroy begs permission to transfer the Kwangsi forces to Canton by way of providing a garrison.

A PROGRESSIVE STEP.

[SERVICE TO THE "TELEGRAPH."]

Peking, Sept. 26.

The Army Advisory Council has decided to equip every province in the Empire with wireless apparatus.

SHUM CHUN HSUN.

[SERVICE TO THE "TELEGRAPH."]

Peking, Sept. 26.

The Viceroy of the Three Eastern Provinces has recommended to the Throne the appointment of H.E. Shum Chun Hsun as Viceroy of Szechuan.

Weather Forecast.



CANTON-KOWLOON RAILWAY.

TIME TABLE.

On and after 3rd October, 1911, until further notice.
Previous Time-Tables cancelled.

DOWN TRAINS.										UP TRAINS.									
STATIONS.		No. 1 Through	No. 2 Through	No. 3 Sectional	No. 4 Sectional	No. 5 Sectional	No. 6 Sectional	No. 7 Sectional	No. 8 Sectional	STATIONS.		No. 9 Through	No. 10 Through	No. 11 Sectional	No. 12 Sectional	No. 13 Sectional	No. 14 Sectional	No. 15 Sectional	No. 16 Sectional
Canton, (Tai Sha Ton) dep.	7.55	14.25								Kowloon,.....dep.	14.25	8.00	11.00						7.00
Shek Pai,.....dep.	8.02	14.32								Hung Hom,.....dep.	14.27	8.02	11.03						7.03
Chie Pi,.....dep.	8.12	14.42								Yaumati,.....dep.	14.30	8.05	11.09						7.04
Wu Chung,.....dep.	8.20	14.51								Sha Tin,.....dep.	14.30	8.14	11.29						7.11
Nan Kong,.....dep.	8.29	15.00								Tai Po,.....dep.	14.51	8.26	11.54						7.28
Sun Tong,.....dep.	8.39	15.10								Tai Po Market,.....dep.	14.54	8.29	12.02						7.29
Tong Mei,.....dep.	8.44	15.15								Can Ling,.....dep.	15.02	8.37	12.18						7.54
Nga Yeo,.....dep.	8.48	15.19								Shum Chun,.....dep.	15.15	8.45	12.30						7.58
Sion Tsun,.....dep.	8.55	15.26								Pu Kut,.....dep.	15.26	9.07	13.12						8.02
Shek Ha,.....dep.	9.03	15.34								Li Long,.....dep.	15.35	9.20	13.25						8.17
Shek Tan,.....dep.	9.09	15.40								Ping Wu,.....dep.	15.45	9.43	13.38						8.30
Shek Lik Kou,.....dep.	9.13	15.44								Fin Tong Wai,.....dep.	15.54	9.50	13.49						
Shek Lung,.....dep.	9.21	15.52								Shek Ku,.....dep.	15.59	9.51	13.56						
Sai Wu,.....dep.	9.31	16.00	7.30							Tong Tou Ha,.....dep.	16.05	10.00	14.05						
Nam Sheh,.....dep.	9.36	16.07	7.37							Lam Tsun,.....dep.	16.11	10.08	14.13						
Wang Lik,.....dep.	9.45	16.18	7.48							Chung Muk Tou & Shek Ma,.....dep.	16.22	10.37	14.40						
Shoung Ping & Muk Lan,.....dep.	10.03	16.49	8.13							Tu Tung,.....dep.	16.35	10.38	14.41						
Tu Tong,.....dep.	10.09	16.50	8.21							Sheung Ping & Muk Lan,.....dep.	16.41	10.45	14.48						
Chung Muk Tou & Shek Ma,.....dep.	10.22	17.04	8.35							Wang Lik,.....dep.	16.49	10.57	15.01						
Lam Tsun,.....dep.	10.33	17.18	8.50							Nam Sheh,.....dep.	16.59	11.09	15.13						
Tong Tou Ha,.....dep.	10.39	17.26	8.59							Sai Wu,.....dep.	17.08	11.20	15.24						
Shek Ku,.....dep.	10.45	17.34	9.07							Shek Lung,.....dep.	17.18	11.36	15.30						
Fin Tong Wai,.....dep.	10.50	17.41	9.14							Shek Lik Kou,.....dep.	17.20	11.44							
Ping Wu,.....dep.	10.59	17.53	9.43							Shek Tan,.....dep.	17.30	11.48							
Li Long,.....dep.	11.09	18.05	9.41							Shek Ha,.....dep.	17.36	11.54							
Pu Kut,.....dep.	11.18	18.18	9.56							Sion Tsun,.....dep.	17.43	12.02							
Shum Chun,.....dep.	11.29	18.30	10.08							Nga Yeo,.....dep.	17.50	12.09							
Can Ling,.....dep.	11.48	18.43								Tong Mei,.....dep.	17.54	12.13							
Tai Po Market,.....dep.	11.59	18.51								Sun Tong,.....dep.	17.59	12.18							
Tai Po,.....dep.	12.03									Nam Kong,.....dep.	18.10	12.28							
Sha Tin,.....dep.	12.18									Wu Chung,.....dep.	18.18	12.37							
Yaumati,.....dep.	12.31	19.15								Chie Pi,.....dep.	18.27	12.46							
Hung Hom,.....dep.	12.35	19.18								Shek Pai,.....dep.	18.37	12.56							
Kowloon,.....arr.	12.30	19.22								Canton, (Tai Sha Ton) arr.	18.44	13.03							

By Order,
S. Lindsey,
Manager,
British Section,
Canton-Kowloon Railway.

By Order,
The Administration,
Imperial Chinese Section,
Canton-Kowloon Railway.

REFORMING THE CALENDAR.

Sir Henry Dalziel's Bill.
Like the poor, reformers of the calendar are always with us. The latest to appear is Sir Henry Dalziel, who strongly objects to our present system of dates and days as being cumbersome and old-fashioned. He is therefore introducing a Fixed Calendar Bill for the approval of Parliament, which contains some very curious proposals. Should the new Bill commend itself to the wisdom of our legislators we shall have a revolution of the almanac that will at first be extremely bewildering to the ordinary person, however well it may eventually serve the business interests for which it is ostensibly promoted.
For instance, each month would begin on a Sunday and end on a Saturday. The first day in every year would be a day apart, a suitable opportunity for making good resolutions. January and February would each have 28 days, and March, June, September, and December 35 days each. Each quarter would thus consist of 91 days. In Leap Year there would be a day interposed between the end of June and the beginning of July. Easter Day would be a fixed festival, April 15, having been chosen for that purpose. The other Holy Days would, of course,

also be fixed, as they are calculated from the date of Easter.
The Bill provides that the conditions of labour on "New Year Day" and "Leap Day," and also the remuneration, shall conform as far as possible to what prevails on Sundays, as each of these days is to be a Bank Holiday. Provision is made regarding the coming of age and other events which might be affected by the passing of the Bill. It would apply to all his Majesty's Dominions, but would not become operative until the Crown had decided that sufficient international concurrence had been secured.
Calendar Reformers.
Sir Henry Dalziel, in short, proposes to substitute for the calendar which so long has done duty a rigidly fixed one of regular periods, wherein the week is to be the common measure of all the months. New Year's Day is practically to stand alone, and comes in to make up the full 365 days at present. Sir Henry's Bill thus differs greatly from the Calendar Reform Bill introduced in 1908 by Mr. Robert Pearse. The latter sought to make the months as uniform in length as possible. Sir Henry long-thinks some and shortens others, in order to allow the week to be the common measure of all the months. The measure would also codify the rule determining monthly periods and make a new rule regarding the computing of monthly salaries.
As remarked, there have been many calendar reformers, and the word "calendar" is a common one to everybody. But it is doubtful if one person in twenty, suddenly challenged, could explain what a calendar really is. Briefly, the word itself literally means "an account book," and comes from the Latin "calendae," the first of the month, which marked among the old Romans the fixed time for the settlement and overhauling of all business accounts. Now it means merely a register of the year, with the months, weeks, and days set forth in order.
Julius Caesar was the first great calendar reformer. Up to his time the ancients had made use of a Chaldean method, fixing their seasons, festivals, and fortunate and unfortunate days by the rising and setting of the stars. The mighty dictator changed and systematised all this. He formulated a calendar of six columns, each having a significance of its own. Thus the second column noted the court days, non-court days, and public meeting days, and the sixth the days for festivals and ceremonies. It must be observed that to sue one at law was not permitted to Romans on all days, nor could the prior

pronounce judgments except on certain days. All those things were rigidly laid down in Caesar's calendar. It was Caesar who introduced the leap year in order to make the civil and solar year keep pace together. The solar year, which is the time measured by the sun's apparent journey in the sky north and south, contains 365 days 5 hours 48 minutes, and 7 seconds. The civil year contains 365 days exactly for three years running. Then the omitted hours, minutes, and seconds of the solar year have to be made up by an extra day, so we get leap year. The latter is often spoken of as the bissextile year. This is because Caesar put in the extra day after February 23, which in the Roman calendar was the sixth of the calendar of March, that sixth day was twice reckoned, and was called bissextus dies, hence the modern term "bissextile."
Caused a Riot.
The next calendar reformer was Pope Gregory XIII., who in 1582 arranged that only the centennial years divisible without a remainder by four should be leap years. This arrangement lasted until 1751 in England, when a new Calendar Act was passed. This made Christmas Day fall on December 25 and not twelve days later, as it had done, under the Gregorian calendar, and gave us

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Intimations.

DOUGLAS STEAMSHIP CO., LTD.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the Douglas Steamship Company, Limited, will be held at the Company's Offices, on TUESDAY, the 10th day of October, 1911, at 12 o'clock Noon, when the subject of the resolution which was passed at the Extraordinary General Meeting of the Company held on the 23rd day of September, 1911, will be submitted for confirmation as a special resolution. That Art. 18 (3) of the Company's Articles of Association be altered by substituting the sum of \$50,000 for the sum of \$25,000 in line two.
Dated the 28th day of September, 1911. [1403]
DOUGLAS LARPAK & CO.,
General Managers.

SPECIAL SALE OF WORK
in aid of
THE ORPHANS & THE HOME FOR THE DESTITUTE.

THE Superiores and Sisters of the Italian Convent have the honour to announce that their ANNUAL SALE OF NEEDLEWORK, comprising Ladies' and Children's dresses, embroideries, table covers, handkerchiefs and a variety of articles suitable for presents, will be held at the Convent on the 30th September, and 2nd, 3rd and 4th October next, commencing each day at 10 a.m.
There will also be a fine assortment of Sweats and Oblongates, specially selected from the Manufacturers in Italy, all done up in fancy and dainty boxes of attractive design. Every one of these boxes is moderately priced.
The Superiores and Sisters beg to solicit the patronage of a generous community to aid the work of providing for the maintenance of the large number of Orphans at the Convent and its outlying branches, and the help of the aged and infirm in the Home for the Destitute at Wanchai.

ITALIAN CONVENT,
28, Ujaino Road,
Hongkong, 26th Sept., 1911. [1402]

what is known as the New Style reckoning. To the common people it appeared as if fourteen days had been in some mysterious manner lopped off each year and the passing of the Act in many places was marked by serious riots, the cry of the mob being, "Give us back our fourteen days."
Many nations, notably the Russians, still adhere to the Gregorian or Old Style calendar, their Christmas Day falling on January 6 of our calendar.

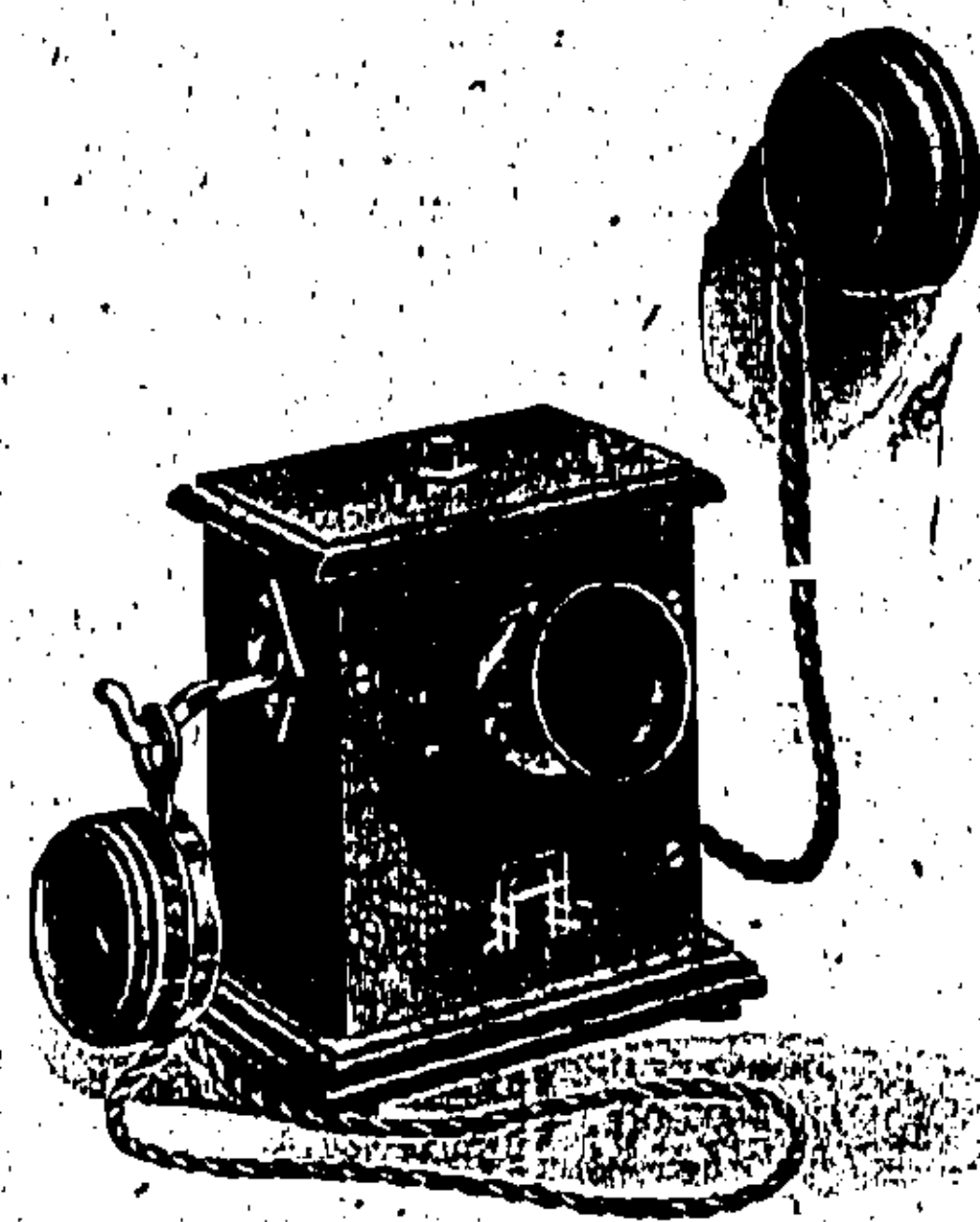
Among the various nations it is curious to notice the different times at which the New Year is placed in their calendars. Thus the first month of the Jewish year falls according to the moon in August and September, Old Style. The first month of the Egyptian year began on August 29 the first month of the Grecian year fell according to the moon in June and July.

In old-printed calendars are to be found amusing and interesting notes as to reported prodigies and happenings, the like of which never take place in these more prosaic days. Thus we learn that in 1608 reapers at Antenna found all the wheat ears red with blood; that at Wurtemberg in 1684 there was a rain of brimstones and ashes; and that in 1688 at Nuremberg bread put in the oven was taken out covered with bloody sweat. One of the most amazing calendar entries is that in 1695 Limerick and Tipperary, Ireland, had many showers of a soft fatty substance resembling butter. It was of a dark yellow colour, and always fell at night. The people gathered it and used it as an ointment, many astonishing cures being reported.

Intimations

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at Class Fares	Shanghai (Steamer).....Lv.	Dairen (S.M.R. Train).....Lv.	Mukden (Russian Train).....Lv.	Changchun (Russian Train).....Lv.	Harbin (Russian Train).....Lv.	Thurs. Sat. Sun.	Thurs. Sat. Sun.	Thurs. Sat. Sun.	Thurs. Sat. Sun.
\$40									
Y14.95		6.00 a.m.	1.50 p.m.	2.05 "	8.30 "				
Y11.50									
R 9.60									

Connecting at Harbin with

SOUTH BOUND.

at Class Fares	Harbin (Russian Train).....Lv.	Changchun (S.M.R. Train).....Lv.	Mukden (Russian Train).....Lv.	Dairen (Steamer).....Lv.	Shanghai (Russian Train).....Lv.	Mon. Tues. Wed.	Mon. Tues. Wed.	Mon. Tues. Wed.	Mon. Tues. Wed.
R 9.60									
Y11.50		8.25 p.m.	10.30 "	8.10 a.m.	5.25 "				
Y14.95									
Y40.00									

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SANITARY BOARD.

Yesterday's Meeting.

A meeting of the Sanitary Board was held yesterday afternoon, when there were present Mr. E. D. C. Wolfe, president, Hon. Mr. A. W. Brown, Hon. Mr. E. A. Howett, Dr. A. W. Hartley, Dr. Fitzwilliams, Dr. F. W. Clark, M. O. H., and Dr. Bowen Rowlands, secretary.

Arising out of the question of the allocation of further vegetable and fruit stalls in the Tsai Shu Tsai market, the president announced that a European firm, represented by Mr. Howard, had enquired whether the Board could see its way clear to set aside a stall for the sale of mutton and beef. The president pointed out that if the Board could set aside one of the poultry stalls, half of it could be used for the sale of meat to Europeans and the other half for storage.

It was finally agreed to set aside a stall for this purpose.

Beaconsfield.
When the question of the alteration of sanitary accommodation at Beaconsfield, No. 1 Battery Path, came up for consideration, the president remarked that the owners of the building should secure an independent and adequate water supply.

Colonel Bedford could not agree. They allowed a person to have three or four baths a day and use eighty or ninety gallons of water for the purpose if he chose, but they refused to allow a man three gallons or so a day from the mains for what he held was a necessary adjunct to civilization.

Hon. Mr. Howett proposed that permission to carry out the alterations be given conditional upon an independent water supply being obtained. This proposition was carried. The amendment by Colonel Bedford that the owners be allowed to use water from the Government mains found no second.

CORPSES IN THE STREETS.

Curious Chinese Practice.

Recently there have been a remarkable number of cases reported of dead bodies of Chinese being found in the streets of Victoria. Of course, during the bad plague years the practice of "dumping" was extremely common and was to be explained by the fear that the Chinese felt in connection with the disinfecting operations, which were carried out in houses where a death from plague had occurred. At the present time, however, this fear is not operative and some explanation other than dumping must be found to account for the number of bodies found within the last few weeks in the streets.

The theory is held in some quarters that sick Chinese, when in extremis or nearly so, are driven out of the house by their associates to lie down in the streets. Whether this is due to a desire to give the sick the opportunity to recover in the fresh air, or is prompted by the less humane desire to avoid trouble and expense when death takes place, is not clear. This is, at any rate, given as an explanation by persons who are in a position to speak authoritatively.

A VILLAGE FEUD.

[The "Telegraph" Correspondent.]

Canton, Sept. 26.

A daring armed robbery was committed recently on the Che-pai railway station, on the Chinese section of the Canton-Kowloon Railway. Tsai Chen, Director of the Railway Police, consequently increased the force by ten men. When the new batch of police reached their post and took up their quarters in the barracks a clan fight over the water supply started between the villagers of Che-pai and the villagers of Wong Chuen. A severe encounter ensued, in which firearms were freely used. As the police barracks, which were in the line of fire, were made of wood, some of the shots fired lodged in their quarters. The Police mistook the fight for another attempt to rob the railway station, and took up their position inside that building for the night.

OUR LETTER BOX.

[The opinion expressed by our correspondents are not necessarily those of "The Hongkong Telegraph."]

Celebration of Trafalgar Day.

[To the Editor of "The Hongkong Telegraph,"]

Dear Sir,—The Executive Committee of the Navy League have decided to make a public appeal for the observance, throughout the Empire, of Trafalgar Day. The suggestion has received widespread support from influential and prominent citizens, and it is confidently hoped that the celebration in some degree or other of the memory of Nelson will arouse universal patriotic feeling.

The primary object aimed at by the Committee of the Navy League is to bring home to the mind of the British people the dominating significance of sea power in our National and Imperial life; to make more completely understood the close relationship which exists between our Imperial prestige and the efficiency of the Navy, and to impress the popular imagination with the fact that the Navy is our great and only National insurance and that upon it the continuance of our industrial vitality and our commercial vigour depend.

There can be no question that the celebration of an event so momentous as the Battle of Trafalgar, and a memory so revered as that of Nelson will commend itself to the public spirit of every British man and woman.

The executive committee urge:—

(1) That wherever possible public meetings should be held and addressed by prominent local people. These meetings to be entirely non-party in character and confined solely to an appeal for widespread recognition of a vigorous naval policy as a vital necessity of the nation's existence, and as the best means to do honour to the memory of Nelson.

(2) That school fetes and demonstrations by school children should be organised, so that the mind of the rising generation should be directed towards the realisation of what the name of Nelson recalls.

(3) The decoration of public buildings by flags and scrolls bearing the ever treasured legend "England Expects that Every Man will do His Duty."

(4) The encouragement of the exhibition of flags and similar notices on private houses.

The Navy League most earnestly hope that the public response to this appeal will be such as will in very few years raise Trafalgar Day to the position of a great National Naval Festival.

I am, Dear Sir,
Yours faithfully,
P. J. Hannot,
Secretary.

August 29, 1911.

Sugar Stealing.

L. S. Wills and a party of detectives boarded a cargo junk last night as it was going between Kellett Island and Jardine's Wharf. They ordered the owner of the junk to make fast at Jardine's Wharf and then searched the vessel. They found, in the after cabin, two bags and a jar full of sugar, in all about 110 lbs. the property of Messrs. Jardine and Matheson's Sugar Refinery. Six men and two women were arrested and to-day they appeared before Mr. Hazell. The men were discharged but the women were sent to prison for a month's hard labour each.

In 1910 the United States produced two-thirds of the world's output of petroleum.

In a single month, a single caterpillar devours 6,000 times its own weight in food.

SHELLS IN THE SKY.

Modern Guns.

A Washington telegram dated August 26 says:—After shooting a shell 18,000 feet into the air and closer to the sky than an aeroplane has ever flown, the experiments with the new naval gun, destined to destroy the airships of an enemy, were temporarily concluded at the Indian Head, Md., naval proving grounds to-day.

It was announced that both the new weapon and its carriage had proven eminently satisfactory.

Fifty rounds were fired to-day. The maximum range of 18,000 feet was reached when the gun was elevated at an angle of 85 degrees.

The shot flashed accurately through a course for 10,000 feet. Beyond that distance it lost its velocity and was affected by the air currents, falling into the Potomac 1,500 feet away from a spot it had been reckoned it would drop.

Rear Admiral Twining, chief of the naval bureau of ordnance and design, expressed the conviction that the carriage feature of the weapon had been perfected. During three days' trial at Indian Head, Admiral Twining added, valuable information also had been obtained upon which to base the design of a sight for the aerial gun.

The idea of the one-pounder will be developed into a three-inch gun. Naval ordnance experts believe that such a weapon would shoot seven miles into the air. The favourable performance of the new carriage caused naval officers jubilantly to express the belief that before long American warships will be equipped with another battery of guns to fight hostile invaders in the air.

A GRIM DISCOVERY.

Human Head by Post.

A Vienna telegram dated Aug. 19 says:—The story of a grim discovery in the British postoffice in Constantinople is related by the Austrian newspapers.

Among a heap of undelivered parcels was found a wooden packing case consigned to the ex-Sultan Abdul Hamid. Inside the case was a leaden casket. The casket was opened, and in it lay a shrivelled, withered human head.

The Viennese journals state that a laconic note was also enclosed in the case, stating that the head was that of the murdered Midhat Pasha, the first Turkish premier, forwarded according to instructions to convince the Sultan of his death. The latter statement is incredible, since the execution of Turkey's great liberal grand vizier took place at Tiflis, in Arabia, in 1884, and its details were well known. The murder, in their remote place of exile, of Midhat and two of his friends was carried out with cruel barbarity. Their deaths were officially attributed to fever. The story of the assassination is told in the "Life of Midhat Pasha," written by his son, who receives a pension from the Young Turkish government and lives in Constantinople.

The head found in the British postoffice is said to have been posted in Tripoli in April, 1909. This makes it probable that it belonged to some one assassinated in the weeks of fierce plotting carried on by the Sultan before the outbreak of the counter-revolution in that month. Under another theory it may have been a head sent to the Sultan by a Young Turk as that of Midhat, with the intention of inspiring him with terror and remorse.

Overheard in the Peak Tram.

Two ladies were travelling in the tram, Peakwards, a few days ago. Their identity must for ever remain a secret. They were conversing. One suddenly discovered some excavations in progress above the filter beds. She said:—

"Oh! what is that?"

"That," replied her companion, "is Mrs. Brower's new road."

"And who is Mrs. Brower, pray?"

"I really don't know, but I think that she must have been some wealthy lady who died, and left a lot of money in the colony."

THE RICE PROBLEM.

Prevention of Exports.

[The "Telegraph" Correspondent.]

Canton, Sept. 26.

The Provincial Treasurer has, in view of the rise in the price of rice and the consequent hardship devolving on the poorer classes, instructed the civil officials throughout the province and the deputies in charge of the Likin stations to keep a sharp look-out for any secret export of this staple commodity. Any one caught exporting rice will be punished without leniency. The rice captured will be confiscated by the Government and the informers will be handsomely rewarded.

NAVAL AND MILITARY NEWS.

[From the "L. & C. Express."]

Special efforts are being made by the English recruiting agencies to recruit men for the King's Own Light Infantry, a considerable number of men being yet required to keep the home and foreign service battalions up to strength owing to the approach of the relief season, during which a good many of the rank and file of the latter battalion, now at Hongkong, will go to the Reserve in the usual course.

Lieutenant Pudsey, R.G.A., on transfer from No. 22 Company, Sheerness, has joined No. 87 Company at Hongkong.

On absorption Captain R. M. D. Fox, King's Own Light Infantry, has been posted to a company in the 2nd Battalion at Cork.

Lieutenant J. M. Jackson has been appointed to the survey ship Sealark, engaged in duty in the Indian and adjacent oceans. Lieutenant Jackson has been in the service 12 years, and has had experience on the China, Australian, and Indian stations.

Her repairs below the waterline having been completed, the "river" destroyer Usk, which has been selected for service in the Far East, has been refloated and placed in the steam basin at Sheerness Dockyard to finish her roll in time to commission with a full crew preparatory to her departure for the China Station.

Major L. D. Fraser, R.G.A., has been selected for service at Singapore.

NATURE STUDY.

Eagles. The eagle is called the king of birds, and we are satisfied with that description. In the eagle we see a noble austerity. For the most part the eagle has the grand manner and lives up to it, swooping about the place with magnificent dignity, and occasionally squawking "No-blesse oblige." There are bad eagles of course; and it is they who do the baby-snatching which renders them so unpopular among the heads of families. But we had hitherto been unacquainted with the touchy type of eagle which is prey to neurasthenia; and had it not been for the following telegram from Paris we should never have suspected that the type exists: "A Paris teacher, while cycling near Lake Annecy, in the Haute Savoie," we read, "received an unexpected blow on the head which partially stunned him. No aggressor was visible, but looking upward the teacher saw an eagle soaring aloft with his cap in his beak." Mark you, we know that cap which the teacher was wearing. Go anywhere you like in the Haute Savoie and you will be offended by the sight of scores of caps similar to the one snatched by the fastidious eagle. As for the shores of Lake Annecy, they swarm with those same caps. To say that those caps are hideously ugly is to load this style of headgear, comparatively, with fulsome admiration. But that does not exonerate the eagle. Civilization is coming to an impasse if cyclists are not allowed to wear perfectly awful caps without eagles bagging them by force.—"The Globe."

DON'T FORGET.

Wednesday, Sept. 27.
Entries close for Hongkong Cricket League Competition.
"China Mail" Harbour Race, 5.30 p.m.

Thursday, Sept. 28.
Kowloon Cricket Club annual meeting, 5.15 p.m.

Friday, Sept. 29.
Royal Hongkong Yacht Club's annual general meeting, 5.30 p.m.
Hongkong Cricket Club's annual meeting, 6 p.m.
Saturday, September 30.
Hongkong Gymkhana Club, Race Meeting, Happy Valley.
Hongkong Cricket Club Promenade Concert.

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\$24.00 per case.

FRENCH STORE,

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Hongkong, 27th Sept. 1911. [54]

ORIGIN OF "MARK TWAIN."

Samuel L. Clemens Quoted as Saying: That He Inherited the Name.

The familiar story of the origin of Samuel L. Clemens's use of the name Mark Twain is now declared to be incorrect. It pictures Clemens, Mississippi river pilot, listening to the men heaving the lead at the bow of a river boat and singing out, "By the mark, three; by the mark, twain." Tableau! Clemens smites his brow, and soliloquizes: "There is my nom de plume."

It is true that the name originated with the picturesque cry of the man with the lead, but a man other than Mr. Clemens first discovered the picturesqueness. That man was Captain Isaiah Sellers, who furnished river news for the New Orleans "Picayune." To Prof. William Lyon Phelps of Yale Mr. Clemens confessed that it was from Sellers he got the name. Prof. Phelps's story is quoted in Prof. Henderson's "Mark Twain."

According to this book Mr. Clemens said to Prof. Phelps: "Captain Sellers used to sign his articles in the 'Picayune' 'Mark Twain.' He died in 1863. I liked the name—and stole it. I think I have done him no wrong, for I seem to have made this name somewhat generally known."

Prof. Henderson records a number of interesting incidents connected with the use of this name. For a while, when he was a miner in Nevada, Mr. Clemens sent to the Virginia City "Enterprise" humorous letters signed not "Mark Twain" but "Josh."

When he became a regular reporter on that paper and reported the Legislature, he signed his reports "Mark Twain." When questioned as to his use of this name Mr. Clemens declared: "I chose my pseudonym because to most persons it had no meaning and also because it was short. I was a reporter in the Legislature and wished to save the Legislature time. It was much shorter to say in their debates 'Mark Twain' than to say 'The unprincipled and lying Parliamentary Reporter of the Territorial 'Enterprise'.'"

Mr. Clemens made the name known on the Pacific coast, but the world at large did not hear it for years after the "Jumping Frog," reprinted in hundreds of exchanges without credit, had jumped into such notoriety as is rarely accorded well-mannered frogs. In fact, its first use in any Eastern magazine was a fiasco.

Mr. Clemens made a great scoop on the Horset disaster when he was writing up the Hawaiian Islands, in 1880, says Prof. Henderson. His account of the disaster Mark sent to "Harper's Magazine," where it appeared in December, 1886. But alas! it was not as "Mark Twain," not as drawing, lovable river pilot sort of person that the world beheld the now author. For he had not written his pseudonym plainly on his copy, and "Harper's" cheerfully introduced him to fame as "Mike Swain!"

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FIVE CENTS A PINT.

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REMOVED: THE CREAM ONLY.

ADDED: NOTHING.

If you must use Separated Milk why not have it

FRESH?

For sale by

THE DAIRY FARM Co., Ltd.

One penny a pint!

To-day's
Advertisements

HONGKONG GYMKHANA CLUB.

THE FIFTH MEETING of the Season will be held at Happy Valley on SATURDAY, the 30th September, 1911, commencing at 3.30 p.m.

The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club.

Soldiers and Sailors in uniform Half Price.

The Committee invite the Ladies of Hongkong to be present.

REGINALD P. C. MASTER,
Hon. Sec. and Treasurer.
Hongkong, 27th Sept., 1911. [1404]

CHURCH MISSIONARY SOCIETY BAXTER SCHOOLS.

THE ANNUAL SALE OF WORK in aid of the above will be held at the City Hall on THURSDAY, 5th October, at 3 p.m.

Admission, 20 Cents.
Hongkong, 27th Sept., 1911. [1405]

CANTON INSURANCE OFFICE LIMITED.

THE THIRTIETH ORDINARY MEETING of Shareholders will be held at the Offices of the Undersigned on THURSDAY, the 19th October, at Noon.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th to the 19th October, both days inclusive.

JARDINE, MATHESON & CO., LTD.

General Agents.
Hongkong, 27th Sept., 1911. 1406

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Pioneers in the Design and Manufacture of PRESSED STEEL UNDERFRAMES and BOGIES and ALL-STEEL RAILWAY WAGONS.

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Agents,
BUTTERFIELD & SW. RE.

Hongkong, 23rd September, 1911. [1403]

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"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.
The only Line that maintains a Regular Schedule Service of
12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER, SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

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From Hongkong	From Quebec
"MONTAGUE".....Sat., Oct. 14.	From St. John.
"EMPERESS OF INDIA".....Sat., Nov. 4.	"EMPERESS OF BRITAIN".....Fri., Dec. 1.
"EMPERESS OF JAPAN".....Sat., Dec. 2.	"EMPERESS OF BRITAIN".....Fri., Dec. 20.
"EMPERESS OF CHINA".....Sat., Dec. 10.	"CHARTER".....Fri., Jan. 26.

S.S. "MONTAGUE" calls at Moji instead of Nagasaki.
Steamers will depart from Hongkong at 6 p.m.
Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.
Passengers booked to all the principal points in Canada, the United States, and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).....£71.10/-
Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars on application to Agents.

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R.M.S. "MONTAGUE" carries only "One Class" of Saloon Passengers (formed Intermediate) the accommodation and commissariat being excellent in every way.

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Via Canadian Atlantic Port.....£43/- Via New York.....£45/-
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For	On
SHANGHAI & SWATOW-HANGSANG.....	Wed., 27th Sept., Noon.
SANDAKAN.....CHUNSHANG.....	Wed., 27th Sept., Noon.
SINGAPORE, PENANG.....	THURSDAY, 28th Sept., Noon.
—& CALCUTTA.....NAMSANG.....	Thursday, 28th Sept., Noon.
SINGAPORE, SAMA-RANG & SOERABAYA.....	FAUSANG.....Saturday, 30th Sept., Noon.
MANILA.....YUENSANG.....	Saturday, 30th Sept., 2 p.m.
SHANGHAI.....K'WONGSANG.....	Sunday, 1st Oct., D'light.
SINGAPORE, PENANG.....LAISANG.....	Thursday, 6th Oct., Noon.
SHANGHAI.....CHOYSANG.....	Thursday, 6th Oct., Noon.
MANILA.....LOONGSANG.....	Saturday, 7th Oct., 2 p.m.

RETURN TOURS TO JAPAN, (Occupying 24 days).
The steamers "Kaisang," "Namsang," and "Fousang," leave about every 8 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.
A duly qualified surgeon is also carried.
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

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Telephone No. 215.
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Hongkong, 27th September, 1911.

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Steamer	Captain	Tons D W	On or about
"KUMERIO".....	G. B. McGill.....	11,000	October 10th.
"LUCCERIO".....	J. Mathie.....	11,000	October 25th.
"HERCULES".....	R. Williamson.....	7,000	November 10th.

To be followed by other steamers of the Company at regular intervals.
The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, and Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.

These steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.
Special Parcel Express to American and Canadian Points.
For Rates of Freight or Passage apply to—

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Telephone No. 780,
Hongkong, 26th August, 1911.

NEW LINE OF STEAMERS
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ORIENTAL AND AFRICAN LINE.

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For rates of Freight or Passage, apply to—

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Hongkong, 26th August, 1911.

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PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION

DESTINATIONS. STEAMERS. SAILING DATES, 1911

DESTINATIONS	STEAMERS	SAILING DATES, 1911
MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID....	AKI MARU, Capt. K. Homma, Tons 7,000 MISHAMA MARU, Capt. A. E. Moses, T. 9,000	WEDNESDAY, 11th Oct., at D'light. WEDNESDAY, 25th Oct., at D'light.

DESTINATIONS	STEAMERS	SAILING DATES, 1911
VICTORIA, B.C., & SEATTLE....	SADO MARU, Capt. J. Richards, Tons 7,000	SATURDAY, 7th Oct., from KOBE

DESTINATIONS	STEAMERS	SAILING DATES, 1911
VICTORIA, B.C., & SEATTLE via SHANGHAI, MOJI, KOBÉ, YOKOHAMA, OMI, & YOKOHAMA	TAMBA MARU, Capt. K. Noda, Tons 7,000 AWA MARU, Capt. I. Izawa, Tons 7,000	TUESDAY, 10th Oct., at Noon. TUESDAY, 7th Nov., at Noon.

DESTINATIONS	STEAMERS	SAILING DATES, 1911
SYDNEY & MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSEVILLE and BRISBANE.....	NIKKO MARU, Capt. M. Yagi, Tons 6,000 KUMANO MARU, Capt. M. Winckler, T. 6,000	FRIDAY, 29th Sept., at Noon. FRIDAY, 27th Oct., at Noon.

DESTINATIONS	STEAMERS	SAILING DATES, 1911
OSAKI, KOBE & YOKOHAMA.....	KUMANO MARU, Capt. M. Winckler, T. 6,000	FRIDAY, 29th Sept., at Noon.

DESTINATIONS	STEAMERS	SAILING DATES, 1911
KOBÉ & YOKOHAMA.....	KAGA MARU, Capt. M. Hagino, T. 7,000	THURSDAY, 28th Sept., at 11 A.M.

DESTINATIONS	STEAMERS	SAILING DATES, 1911
BOMBAY via SINGAPORE & COLOMBO.....	BOMBAY MARU, Capt. J. Teranaka, T. 5,000	TUESDAY, 3rd October.

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* Carries deck passengers. † Cargo only.

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The first steamer to sail from Hongkong:
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Special Excursion Tickets (1st & 2nd class) available for 3 months.

	YOKOHAMA	KOBÉ	MOJI	NAGASAKI
1st Class	\$120	\$110	\$100	\$90
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With option of rail between steamers calling ports in Japan.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chester Road.

T. KUSUMOTO,
Manager.

CHINA NAVIGATION
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SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS	To Sail.
SAIGON.....	"HANGCHOW".....	28th Sept., Noon.
SHANGHAI.....	"CHINHUA".....	28th " 4 P.M.
HONGHAI & HAIPHONG.....	"SINGAN".....	29th " D'light.
SHANGHAI.....	"ANHUI".....	30th " M'night.
NINGPO & CHINKIANG.....	"HUMAN".....	30th " 4 P.M.
MANILA, ILOILO & CEBU.....	"KAIFONG".....	3rd Oct., 4 P.M.

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AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—Twin Screw Steamers "Teon" and "Taming," saloon accommodation amidships; electric fans fitted; extra state-rooms on deck, aft. Saloon accommodation of s.s. "Kailong" is situated on deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chusan, Linan, Chinkiang)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at ten o'clock every Saturday night.
These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Reduced Fares:—Single \$45. Return \$75.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 46.
Hongkong, 27th September, 1911.

Shipping—Steamers

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH
Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE,
Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
TO

Marseilles, Havre, Bremen and Hamburg and New York.

Taking cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

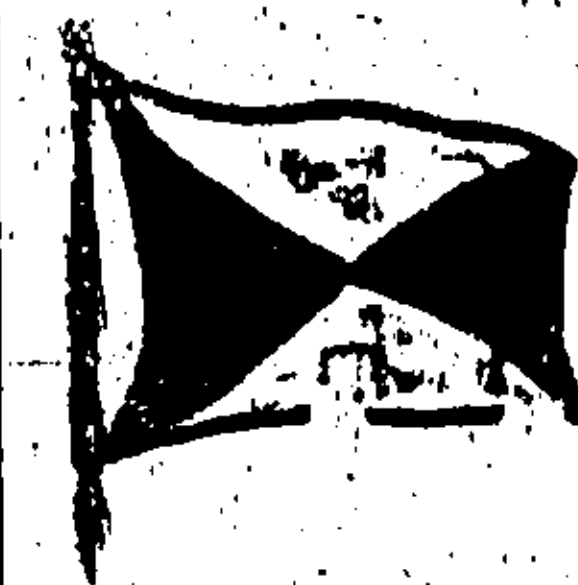
Next Sailings from Hongkong:

OUTWARD.	HOMEWARD.
For Shanghai, Kobe & Yokohama:	For Havre, Bremen & Hamburg:
S.S. Bayern..... 6th Oct.	S.S. "Rheinland"..... 29th Sep.
"Arcadia"..... 18th Oct.	For Havre & Hamburg:
"Shavonia"..... 3rd Nov.	S.S. "Stevia"..... 10th Oct.
"Scandia"..... 16th Nov.	For Rotterdam, Hamburg & Antwerp:
Specia..... 2nd Dec.	S.S. "Furst Bultow"..... 11th Oct.
For Further Particulars, apply to—	For Havre, Bremen & Hamburg:
	S.S. "Sonegambia"..... 30th Oct.
	For Rotterdam, Hamburg & Antwerp:
	S.S. "Belgravia"..... 20th Oct.

Hamburg-Amerika Linie,
Hongkong Office.

Hongkong, 26th September, 1911.

[956]

HONGKONG—
PHILIPPINES.PHILIPPINES
STEAMSHIP CO.

Steamship	Tons	Captain	For	Sailing Date
RUBI.....	4000	S. Crosby...	MANILA, CEBU & ILOILO	TUESDAY, 10th Oct., 4 P.M.
ZAFIRO.....	4000	M. C. Smith.	MANILA, CEBU & ILOILO	FRIDAY, 20th Oct., 4 P.M.

For Freight or Passage apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 22nd September, 1911.

[14]

A. R. MARTY.

HONGKONG—HOIHOW—HAIPHONG—PAKHOI.

Highest Class, Fastest and Up-to-date Steamers on the Coast, having accommodation for First-class Passengers.

Electric Light, Excellent Cuisine, and Wireless Telegraphy.

For.....Steamship.....Captain.....Tons.....Leaving

For Freight and Passage, apply to

A. R. MARTY,
24, Des-Voeux Road.

Telephone 118.

Hongkong, 12th June, 1911.

[1098]

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia.
ALDENHAM.....	22nd Sept.	Saturday, Sept. 30.
EMPIRE.....	" 20th Oct.	" Oct. 14.
ST. ALBANS.....	" 20th Oct.	" Nov. 11.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.,
Agents.

[96]

TOYO KISEN KA'SHA

Imperial Japanese Trans-Pacific Mail Line.



SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILING FROM HONGKONG.

Steamer	Tons	Captain	Date of sailing
S.S. "Nippon Maru".....	11,000.....	A. G. Stevens.....	Oct. 6th, Noon.
S.S. "Tenyo Maru".....	21,000.....	E. Bent.....	Oct. 18th, Noon.
S.S. "Shinyo Maru".....	21,000.....	H. S. Smith.....	Nov. 3rd, Noon.
S.S. "Chiyo Maru".....	21,000.....	W. W. Green.....	Dec. 1st, Noon.

All steamers carry Japanese Government wireless telegraph and post officer. The Twin Screw steamer Nippon Maru, will be despatched for San Francisco via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU on FRIDAY, the 6th Oct., at Noon.

SOUTH AMERICAN LINE.

(In connection with the National Railway of Mexico at Manzanillo.)
Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)
Date of Sailing.
Buyo Maru.....10,500.....Saturday, Oct. 14, Noon.
The Steamer "BUYO MARU" will be despatched for MEXICAN, PERUVIAN and CHILEAN PORTS via JAPAN PORTS and HONOLULU, on SATURDAY, 14th October, at Noon.
For Further Particulars as to Passages and Freight, apply to—
K. MATSUDA, Agent,
KING'S BUILDING (Opposite Blake Pier)

Hongkong, 27th September, 1911.

COMMERCIAL.

Yokohama Silk Exports.

The silk export trade at Yokohama has presented unusual activity since the first shipment of the new yarns. The total volume of exports for July and August was 28,702 bales, showing the conspicuous increase of 6,465 bales compared with the corresponding months of last year. The shipment to Europe was 9,820 bales against 1,922 bales of last year and that to America 18,870 bales against 4,543 bales of last year. The shipments to Europe during August only totalled 5,089 bales against 841 bales of last year and those to America 10,100 bales against 2,814 bales of last year and those to America 10,000 bales against 2,814 bales of last year, the grand total showing an increase of 3,682 bales.

This marked increase is accounted for by the new cocoons, the excellent quality of the new yarns, an abundant arrival of stocks from producing districts, and the low price consequent on the increased production, as well as a large number of contracts for advance.—"Japan Times."

Gramophone Companies.

In connection with an international consolidation of gramophone companies effected here yesterday, says the Berlin correspondent of the "Economist" under date Aug. 16, some figures were printed which illustrate strikingly the rapid growth, as well as the high profits, of this new industry during the past few years. The Lindstrom Company of Berlin, after having within a year absorbed one of its leading German rivals, has just taken over the Fonotopia Company, Limited, of London, whose chief factory is situated in a suburb of Berlin. The latter was established eight years ago as the International Talking Machine Company by Americans and Germans, and later on it established in Milan, in conjunction with Italian capitalists, the Fonotopia Company, which in turn was acquired by a London banking house, and made the nucleus of a network of subsidiary companies in Austria, France, and Spain. According to reports made at yesterday's meeting it appears that the International Talking Machine Company, whose capital is only £20,000, paid a dividend of 70 per cent. three years ago and 35 per cent. for each of the past two years. The new consolidation, with a capital of £150,000, will have an aggregate turnover this year of £750,000.

BIJOU SCENIC THEATRE.
"FLOWER STREET."

Cinematograph
Vaudeville.

9.15 P.M. { EVERY EVENING } 9.15 P.M.

Miss Vera Ferraro.
MISS VERA FERRARO
our popular Artiste
and
The Latest Brilliant Moving Pictures.

7.15 P.M. { PICTURES } 7.15 P.M.

Electric Fans Throughout Theatre.

Lessee & Manager
R. H. STEPHENSON.
Hongkong, 7th Sept., 1911. [1404]

To Let

TO LET.

"OREGGAN," 89, The Peak.
GODOWNS, 151 to 155, Praya East.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LIMITED.
Hongkong, 1st July, 1911. [1459]

TO LET.

GODOWN No. 5A, Duddell Street.

THE HONGKONG LAND INVESTMENT & AGENCY COMPANY LIMITED.
Hongkong 1st July, 1911. [1461]

TO LET.

THE BUILDING now in occupation of The Mercantile Bank of India, to be let from 1st January, 1912.

OFFICES on 1st and 2nd Floors now in occupation of the Bank at No. 5, DES VOEUX ROAD to be let.

DAVID SASSOON & Co.
Hongkong, 18th Sept., 1911. [1462]

LOG BOOK.

Great New Docks.

The new docks being constructed by the Great Central Railway Company at Immingham, on the south side of the Humber, about six miles west of Grimsby, are a mammoth undertaking.

At the invitation of the company, a party of journalists recently visited Immingham, making the trip round to Grimsby by water by the P. and O. liner Otranto. They were shown over the dry dock, main basin, power houses, and other features of the coming new port, the completed area of which covers 1,000 acres. The work has been going on here for five years; by the time it is finished (about next March) it is expected that the total cost will be £3,000,000. The water will probably be let into the main dock during September.

The area of this dock is 40 acres. It has been so devised that the biggest steamers of the world will be able to enter it at any time. At high water there will be 48 ft. of water on the sill, and at low water 28 ft., while the depth of water in the dock will be from 30 ft. to 35 ft. The quays are over 8,000 ft. long, and will be furnished with splendid great goods sheds. There will be altogether eight coal hoists, each capable of shipping coal at the rate of 400 tons an hour, with the help of an excellent truck-loading arrangement worked on a gravitation principle. It is claimed that this part of the Immingham scheme is one of the most adequate and up-to-date in the world.

The graving dock is 740 ft. long and 50 ft. wide. There will be erected on the area a large granary store, bond stores, and other buildings, but these, when the party visited Immingham, were in but an embryonic state, for the work of the engineers has till now been devoted to sucking the foundations of the new port from the bed of the river. One of the most prominent features is the vast system of railway sidings, which includes over 40 lines of rails, and will hold 8,000 trucks.

The Great Central Railway Company deserve great praise for their courage and foresight in undertaking this development work. It will probably appear, too, in the coming years to be financially very beneficial, for Immingham will doubtless be the outlet of the immense new coal-field of South Yorkshire, Nottingham, Derby, and Lincoln, which the 1905 Coal Commission defined as running through these counties and out under the North Sea. It is expected that a decade hence there will be 10,000,000 tons of coal lifted annually from this new field.

WING KEE & CO.
47-49, Connaught Rd.

**SHIPCHANDLERS,
PROVISION & COAL
MERCHANTS**
Hongkong, 28th Mar., 1911. [990]

"CHALLENGE"
FROM A MIDDLE WEIGHT
FROM AUSTRALIA.
For further particulars apply—
T. R. NICOLS,
Imperial Hotel,
Hongkong, 26th Sept., 1911. [1398]

**DRAGON CYCLE
DEPOT,
ELECTRICIANS.**

Steam, Oil, Gas and Motor
Engines

and
Rickshaw Builders.

REPAIRS TO
Typewriters, Bicycles, Phonographs, and all kinds of
Electric Goods and Machinery

PHONE 482.

No. 63, Des Voeux Road Central.
Managing Proprietor
G. LAURITSEN.

Intimations

AERTEX

CELLULAR.

REGAL

SHOES

J. T. SHAW,

TAILOR

and

OUTFITTER,

21, Hongkong Hotel Buildings,
Queen's Road. [1268]

PEAK TRAMWAYS CO.
LIMITED.

TIME TABLE.

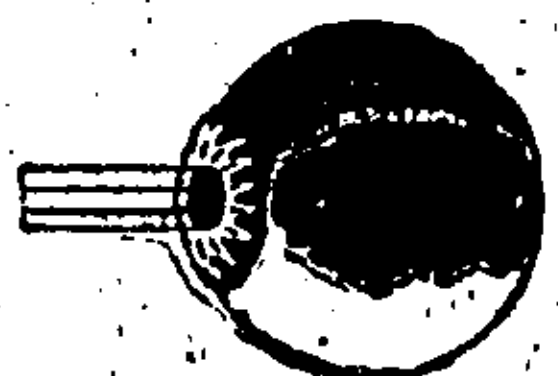
WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 min.
8.00 a.m. to 10.00 a.m. " 10 min.
10.00 a.m. to 11.00 a.m. " 15 min.
11.30 a.m. to 12.45 p.m. " 15 min.
12.45 p.m. to 1.15 p.m. " 10 min.
1.15 p.m. to 1.45 p.m. " 15 min.
1.45 p.m. to 2.15 p.m. " 10 min.
2.15 p.m. to 5.00 p.m. " 15 min.
5.00 p.m. to 8.10 p.m. " 10 min.

NIGHT CARS.
8.45 p.m. and 9 p.m., 9.45 p.m. to
11.30 p.m. every 15 minutes.

SUNDAYS.
8.00 a.m. to 10.80 a.m. every 15 min.
10.80 a.m. to 11.00 a.m. " 10 min.
11.45 a.m. to 12.00 noon " 15 min.
12.00 noon to 1.00 p.m. " 10 min.
1.00 p.m. to 5.00 p.m. " 15 min.
5.00 p.m. to 6.00 p.m. " 10 min.
6.00 p.m. to 7.00 p.m. " 15 min.
7.00 p.m. to 8.10 p.m. " 10 min.

NIGHT CARS as on Week Days.
SATURDAYS.
Extra Cars at 11.45 p.m.

SPECIAL CARS.
By Arrangement at the Company's
Office, Alexandra Buildings,
Des Voeux Road.
JOHN D. HUMPHREYS & SON,
General Managers,
Hongkong, 16th June, 1911.



SUN GLASSES.

'Any tint made to any prescription.
No charge for testing sight.
Repairs of all description made by
competent workmen.

N. LAZARUS,
Ophthalmic Optician,
1A, D'Aguilar Street,
Hongkong.
Hongkong, 24th July, 1911. [928]

**THE CHINA PROVIDENT
LOAN AND MORTGAGE
CO., LD.**

(CAPITAL PAID UP...\$1,250,000.)

Loans on Mortgage of House Property
and
Goods received on Storage.

Advances made on Merchandise,
Loans made on the Provident System.
(Rates and Particulars on application.)

**THE OFFICE OF
TRUSTEE, EXECUTOR OF
WILLS, ATTORNEY, &c.,**
Undertaken and Executed.
SHEWAN, TOMES & CO.
General Managers,
Hongkong, 19th March, 1908. [111]

**DRAGON CYCLE
DEPOT,
ELECTRICIANS.**

Steam, Oil, Gas and Motor
Engines

and
Rickshaw Builders.

REPAIRS TO
Typewriters, Bicycles, Phonographs, and all kinds of
Electric Goods and Machinery

PHONE 482.

No. 63, Des Voeux Road Central.
Managing Proprietor
G. LAURITSEN.

Mails.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about
the DATES named—

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI, MOJI, KOBE & YOKOHAMA	CANDIA Capt. W. R. Hokey	28th Sept.	Freight only
	MALTA Capt. G. M. Montford, R.N.	5th Oct.	Freight and Passage.

STEAMERS	TO SAIL ON	REMARKS	
SHANGHAI	DEVANHA Capt. H. Powell	About 18th Oct.	Freight and Passage.

STEAMERS	TO SAIL ON	REMARKS	
LONDON, VIA USUAL PORTS OF CALL	ASSAYE Capt. G. W. Cockman, R.N.	Noon, 30th Sept.	See Special Advertisement.

STEAMERS	TO SAIL ON	REMARKS	
LONDON & ANT- WERP, S'PORE, PENANG, C'CHO, PORT SAID AND MARELLER	SUNDA Capt. H. O. Evans, R.N.	10 A.M., 4th Oct.	Freight and Passage.

For Further Particulars, apply to
P. & O. S. N. Co.'s office,
Hongkong, 27th September, 1911.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL ON
SAPLES, GENOA, ALGIER, GIBRA- LTA, SOUTHAMP- TON, ANTWERP and HAMBURG	"UNIONENAU" Capt. Th. Stollberg	16,000 { WEDNESDAY, 4th October, at Noon.

STEAMERS	TO SAIL ON
SHANGHAI, NAGA- SAKI, KOBE and YOKOHAMA	"PRINZ EITEL FRIEDRICH" Capt. F. Malchow

STEAMERS	TO SAIL ON
MANILA, YAP, MA- RONN, SAMARAI, NEWGUINEA, BRIS- BANE, SYDNEY & MELBOURNE	"PRINZ SIEGFRIED" Capt. P. Brauning

STEAMERS	TO SAIL ON
KOBE & YOKOHAMA	"PRINZ WALDEMAR" Capt. P. Isok

STEAMERS	TO SAIL ON
KUDAT & SANDAKAN	"BOHEMO" Capt. P. Sembill

All the steamers of the European Line are fitted with Wireless Telegraphy.
New System of Telephones.
For further Particulars, apply to—

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG and CHINA.
Hongkong, 26th September, 1911. [7]

THOS. COOK & SON,
Tourist, Steamship and Forwarding Agents,
Bankers, &c.

Head Office for the Far East—18, DES VOEUX ROAD, HONGKONG
SHANGHAI: 2-3, Poochow Road. YOKOHAMA: 32, Water Street.

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP
LINES and TRANS-SIBERIAN RAILWAY.
TOURS ARRANGED to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and
CASHED.
FOREIGN MONIES exchanged.
992] CHIEF OFFICE:—LUDGATE LODGE, LONDON, E.C.

A. P. JEANNOU, 15, Queen's Road Central,

Just arrived a Large Stock from Italy,
MACARONI, VERMICELLI and SPAGHETTI,
in Packets of 1 lb. and in Boxes of 45 lbs. [1220]

**SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS,
FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,
ELECTRICAL AND MECHANICAL ENGINEERS.**

Modern Appliances for quick construction and repair of Ships
Engines, Boilers, Railway Rolling Stock, Bridges, and all
Classes of Engineering, Iron and Wood Work
Electrical Drives, Hydraulic & Pneumatic Tools,
installed throughout the Works.

50-ton Hydraulic TESTING MACHINE
for Chains, Wire Ropes, Rivets
and Metal Specimens.

TAIKOO DOCKYARD & ENGINEERING CO.
OF HONGKONG, LIMITED.
TAIKOO DOCKYARD, HONGKONG

GRAVING DOCK
78 ft. by 88 ft. by 8 ft. 6 in.
Pumps empty Dock in
2-4 hours.

THREE PATENT SLIPWAYS
taking vessels up to 3,000 tons
at command, providing conditions for
painting ships with most efficient result.
100-Ton ELECTRIC CRANE on Quay—
ELECTRIC OVERHEAD CRANES THROUGHOUT
the Shops Raising up to 100 Tons.
Estimates given for Docking, Repairs to Hull and Machinery,
Constructional Work.

BUTTERFIELD & SWIRE
HONGKONG, CHINA & A.

Shipping-Steamers.

DOUGLAS STEAMSHIP CO., LD

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having
splendid Accommodation for First-Class Passengers. Electric Light. Excellent
Cuisine.
FOR SWATOW, AMOY AND FOCHOW AND RETURN.
(Occupying 9 to 10 days.)

STEAMSHIP	CAPTAIN	LEAVING
Haiching	W. C. Passmore	FRIDAY, 29th Sept., at 1 p.m.
Haifan	Capt. A. J. Roach	TUESDAY, 3rd Oct., at 1 p.m.
Haikang	Capt. J. W. Evans	FRIDAY, 6th Oct., at 1 p.m.

Steamers will arrive at, and depart from the Co.'s Wharf near Blake Pier.
For Freight and Passage, apply to
Douglas, Lapraik & Co.,
General Managers.

567] **JAVA-CHINA-JAPAN LIJN.**
Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

STEAMER	FROM	TO	DATE
Tjibodas	JAVA	2nd half Sept.	SHANGHAI 2nd half Sept.
Tjimali	JAVA	2nd half Sept.	JAVA 1st half Oct.
Tjimanock	JAVA	2nd half Sept.	JAPAN 1st half Oct.
Tjipanas	SHANGHAI	1st half Oct.	JAVA 1st half Oct.
Tjiliwong	JAVA	1st half Oct.	JAPAN 1st half Oct.
Tjitaroom	JAPAN	1st half Oct.	JAVA 1st half Oct.
Tjiki	JAVA	2nd half Oct.	JAPAN 2nd half Oct.
Tjilatjap	JAVA	2nd half Oct.	SHANGHAI 2nd half Oct.

The steamers are all fitted throughout with Electric Light, and have
accommodation for a limited number of cabin passengers, and will take cargo
to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN,
York Buildings

Telephone No. 375

Consignee

IMPERIAL—GERMAN—MAIL
LINE.

NORDDEUTSCHER LLOYD,
BREMER.

NOTICE TO CONSIGNEES.

THE Company's Steamship
"DERFFLINGER,"

having arrived, Consignees of cargo are
hereby informed that their Goods, with
the exception of Opium, Treasure and
Valuables, are being landed and stored
at their risk into the Godowns and/or
extra-hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown
Company, Limited, Kowloon, and
West Point Godowns, whence delivery
may be obtained.

Optional Cargo will be forwarded on
unless intimation is received from the
Consignee before Noon TO-DAY,
requesting it to be landed here.

No claims will be admitted after the
Goods have left the Godowns, and all
goods remaining undelivered after the
28th of September, will be subject to
rent.

All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the 28th
of September, at 9.30 a.m.

All claims must reach us before the
2nd of October, 1911, or they will not
be recognized.

No Fire Insurance will be effected.
Bills of Lading will be countersigned
by the undersigned.

**NORDDEUTSCHER LLOYD,
MELCHERS & CO.,**
General Agents,
Hongkong, 21st Sept., 1911. [7]

FROM EUROPE.

THE H.A.L. Steamship
"SENEGAMBIA,"

Captain Eckhorn, having arrived, Con-
signees of Cargo are hereby informed
that their goods are being landed and
placed at their risk in the hazardous
and/or extra-hazardous Godowns of the
Hongkong & Kowloon Wharf & Go-
down Company, Limited, whence deliv-
ery may be obtained against Bills of
Lading countersigned by the Under-
signed.

Optional Cargo will be carried on
unless notice to the contrary be given
to-day.

All claims must be presented within
ten days of the steamer's arrival here,
after which date they cannot be re-
cognized.

No claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
27th inst., will be subject to rent.

All broken, chafed, and damaged
goods must be left in the Godowns,
where they will be examined on the
28th inst., at 9.30 a.m.

No Fire Insurance will be effected
by us in any case whatever.

This steamer brings on cargo—
Ex s.s. "Norge" from Göteborg,
HAMBURG-AMERIKA LINE,
HONGKONG OFFICE.

Hongkong, 22nd Sept., 1911. [956]

JOHN THOMAS COTTON,
VETERINARIAN & FARRIER
(Qualified).

Business Address—
AH TOO STABLES,
No. 7, Russell Street,
Hongkong.

Telephone No. 275, 770
Hongkong, 27th July, 1911. [1068]

Consignee's

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"ST. MATRA"

FROM ANTWERP, LONDON,
MALTA, PORT SAID, SUEZ
and STRAITS.

Consignees of Cargo by the above-
named vessel are hereby informed that
their goods are being landed and placed
at their risk in the Hongkong and
Kowloon Wharf and Godown Com-
pany's Godowns at Kowloon, where
each Consignment will be sorted out
Mark by Mark and delivery can be
obtained as the Goods are landed.

Optional Goods will be landed here
unless instructions are given to the
contrary before 6 hours.

Goods not cleared by the 27th Sept.,
at 4 p.m., will be subject to rent.

No Fire Insurance will be effected
by us in any case whatever.

Damaged packages must be left in
the Godowns for examination by the
Consignees and the Company's sur-
veyors, Messrs. GODDARD and DONALD,
at 9 a.m. on MONDAYS and TUES-
DAYS. All claims must be presented
within ten days of the steamer's arrival
here, after which date they cannot be
recognized. No claims will be admitted
after the goods have left the Godowns.

E. A. HEWETT,
Superintendent,
Hongkong, 22nd Sept., 1911. [4]

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "NIPPON MARU."

From JAPAN PORTS with cargo ex
S. America Maru

FROM SAN FRANCISCO,
and HONOLULU.

S.S. Nippon Maru, having arrived
with cargo ex S.S. America Maru, from
San Francisco and Honolulu, Con-
signees of cargo per S.S. Nippon Maru
and S.S. America Maru are hereby
notified to send in their Bills of Lading
for countersignature, and to take im-
mediate delivery of Cargo from along-
side.

Cargo remaining undelivered on
SATURDAY, the 30th inst., at Noon,
will be landed at Consignees' risk and
expense and delivery must then be taken
from Company's Godown.

No Fire Insurance whatever will be
effected.

No Claims will be recognized after
the Goods have left the Steamer or
Godown, and all Goods remaining
undelivered on MONDAY, October
2nd, afternoon, will be subject to rent
and landing charges.

All chafed and otherwise damaged
Cargo to be left on board or godown
and examination of same to be arranged.

All claims must be filed on or before
MONDAY, October 9th, otherwise
they will not be recognized.

K. MATSUDA,
Agent,
Hongkong, 26th Sept., 1911. [888]

**THE AMERICAN & ORIENTAL
LINE.**

FOR BOSTON & NEW YORK
(With liberty to call at the Malabar
Coast).

THE Steamship

"WELSH PRINCE"

Captain Sheppard, will be despatched
for the above ports on TUESDAY,
the 17th October.

For Freight and Passage, apply to—
ARNOLD, KARBURG & CO.,
General Agents,
Hongkong, 26th Oct., 1911. [1400]

Consignees

"BANK LINE" OF STEAMERS

NOTICE TO CONSIGNEES.

FROM PORTLAND, TACOMA,
SEATTLE, VICTORIA, AND
VANCOUVER VIA
JAPAN PORTS.

THE Steamship

"LUCERNE"

Captain J. Mathis, having arrived from
the above ports, Consignees of Cargo
are hereby notified to send in their
Bills of Lading for countersignature at
the office of the Bank Line, Ltd., with-
out delay and to take immediate de-
livery of their cargo from alongside
steamer. Cargo remaining on board
after WEDNESDAY, the 28th inst.,
will be loaded into godown of con-
signees' risk and expense unless lighters
be then along side.

All claims must be presented within
10 days of steamer's arrival, after which
date they cannot be recognized.

THE BANK LINE, LTD.,
Managing Agents,
Hongkong, 26th Sept., 1911. [1341]

To Sail



**The Peninsular & Oriental
Steam Navigation
Company.**

STEAM FOR STRAITS, OCE-
AN, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITER-
RANEAN PORTS,
PLYMOUTH and LONDON.

THROUGH BILLS OF LADING ISSUED
FOR BATAVIA, PERIAN GULF,
CONTINENTAL, AMERICAN AND
SOUTH AFRICA PORTS.

THE Steamship

"ASSAY

